

MILFORD TRAIL MASTER PLAN



MILFORD, NEBRASKA

ADOPTED: AUGUST 2014



JEO CONSULTING GROUP INC

JEO Project No.: R120090.00

ACKNOWLEDGMENTS

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INTRODUCTION

The City of Milford has recognized the need of connecting its parks and amenities with trails and to provide another means of recreation and transportation. It is safe to say that the desire for public trails within a community and connecting nearby destinations together continues to be a growing interest in nearly every community in Nebraska. As walkers, joggers, and/or bicyclists, Milford residents are placing an increasing value on the ability to utilize a future trail system in their community whether for scenery, separation from vehicular activity, or simply having the ability to recreate outdoors on a dedicated linear park facility. Milford has several recreational opportunities for all age segments of the community's population, however; they are not easily accessible to much of that population. One way to connect new and existing development areas to the recreational facilities in the community is to expand on existing trails and develop a comprehensive trail system.

Milford is a rural community located in southeastern Seward County, just south of Interstate 80. U.S. Highway 6 connects Milford to the Interstate and to the City of Friend, Nebraska. Milford geographically sits between Seward and Crete and also between Friend, Pleasant Dale, and the City of Lincoln. This location offers a purpose and advantage to linking a regional trail between those nearby communities. There are specific points of interest within and adjacent to Milford that will benefit from a trail. Such a trail system will provide alternative transportation routes and short and long recreational outings for pleasure and exercise. Studies indicate that 50 percent of car excursions are less than three miles, a distance that could easily be covered by foot or bicycle. By using local neighborhood trails for transportation, not only can residents exercise and recreate but commuters could save money from some automobile related expenses.

Value of Trails

The greatest overall use of trail facilities is for recreational purposes. The primary function of trail use is to promote recreation and public health while adding to the green space in and around the City of Milford. This is a direct benefit to all citizens which contributes to the quality of life in Milford. Trails offer an alternative mode of transportation, connection of residential neighborhoods to community amenities, and contribute to a healthier environment. Trails assist in protecting resources and preserving open space by defining areas free of human habitation and development. Trails can also lead to economic development in a community by promoting tourism and related businesses.

Purpose of Master Plan

This prepared trail master plan analyzes and recommends trail alignments and amenities for an interconnected trail system and regional extensions for the City of Milford. The purpose of the master plan is to provide quantitative information, guide the process of future development, safe use, and operation of the Milford Trail Plan as a non-motorized recreational and commuter trail system. This master plan also establishes itself as a useful tool when applying for funding to implement the phases of construction of the Milford Trail System.

The goal of the plan was to identify the best route for a multi-use looping trail in and around the community and to connect the city's many amenities, including, but not limited to: Southeast Community College, South Park, Milford High School and Elementary School, Welch Park, Camp Easter Seal, and the downtown area. Another goal was to indicate the best routes for regional connections to surrounding amenities and communities. Figure 1 identifies the location of these existing facilities and amenities in relation to the proposed trail route.

TRAIL PLANNING

In developing the trail plan it was necessary to evaluate any existing trails, identify all amenities to be connected, and analyze any known obstacles. Once evaluation of the community was completed, the trail alignment and design features could be planned and implementation strategies prescribed.

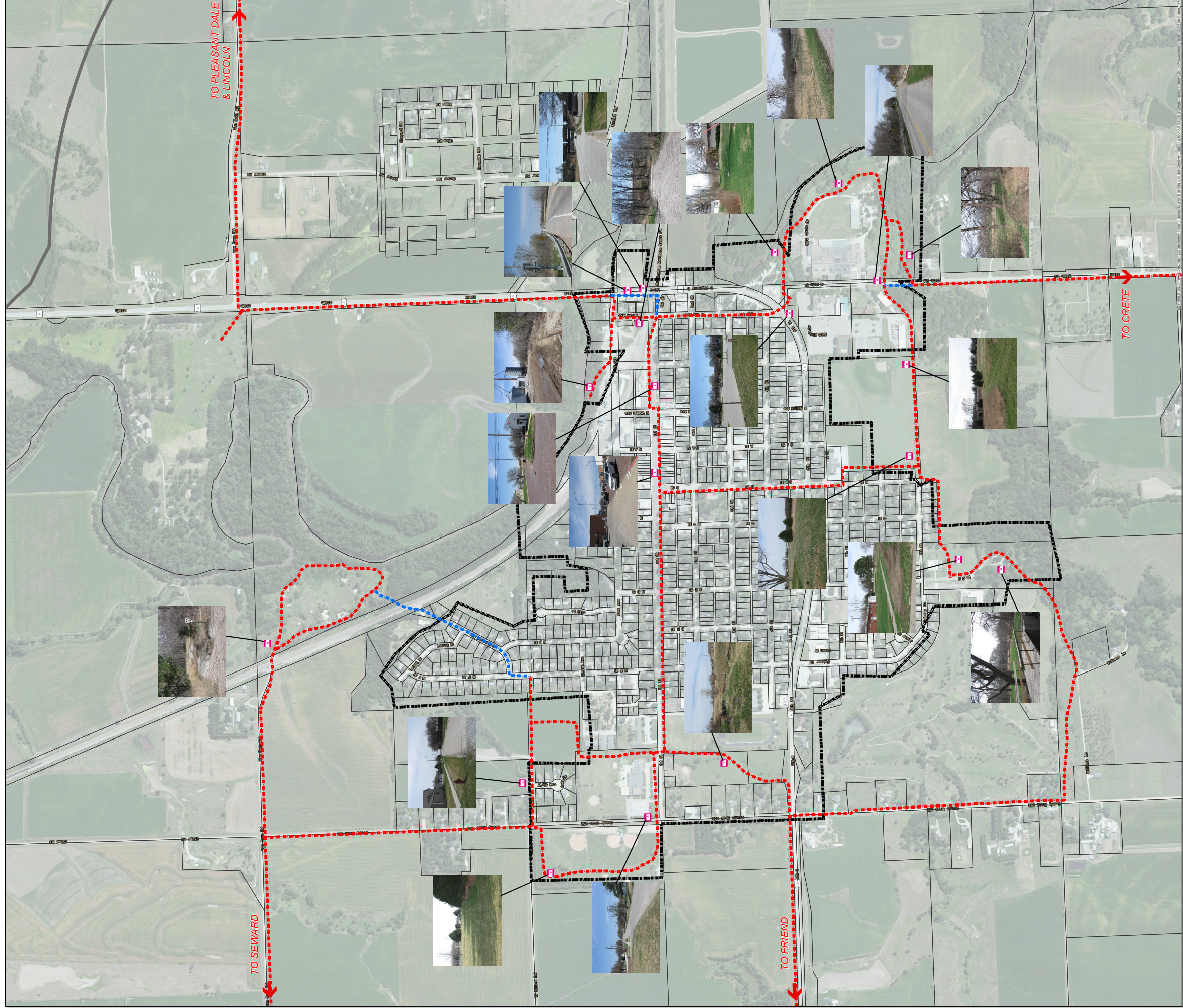
Existing Trails and Conditions

In review of existing facilities, the only current trails are non-paved trails within South Park. The only other existing trail facilities are the sidewalks within the street right-of-ways. There are also no current easements or outlots in place for trail development. Future trail development will likely occur within street/road rights-of-way, on public lands, or on private lands through property acquisition, dedication, or use of easements.

In analyzing the topography and built environment in and around Milford, the three major obstacles or challenges for trail development will be the river, the railroad, and Highway 6. Construction of any new pedestrian bridges will be expensive so trail development north and south of town will occur when opportunities arise for bridge widening when replacement is needed. Highway crossings should be done at intersections where traffic can be slowed or stopped and trails along the highway shall be separated from the pavement as much as possible. The active railroad can only be crossed with underpasses or at-grade crossings. Records indicate that there once was an underpass on Elm Avenue. The city should work with the Burlington Northern Santa Fe Railroad on the possibilities of reconstructing the Elm Avenue underpass and allow at-grade crossings on Van Dorn Road and northeast of intersection of Cottonwood Avenue and Locust Street to allow trail connections to the old Easter Seal Camp and to the river.

Trail Alignment and Design Features

- The trail alignment will follow state, county, and municipal roads; public land; and along lot parcel lines of privately owned property via future dedicated easements as shown in Figure 2 (Proposed Trail Concept and Alignment).
- A system of eight to ten foot wide trail with crushed limestone or concrete surface and soft shoulder will accommodate a wide variety of non-motorized uses including pedestrian, recreational, fitness minded, commuting bicyclists, and others. All trails in the city limits should be hard surfaced.
- Environmentally-sensitive design will respect existing environmentally sensitive landscapes, provide positive drainage, use native plants, and enhance degraded natural resources.
- Development of multiple trail heads, connection to at least 12 different amenities in and around Milford, and the intersection of various roads and streets will provide many access points for local and regional users.
- The trail will provide a future connection to surrounding communities.
- The trail will provide a connection to community facilities including city parks, community college, elementary and high school, retirement community, and residential developments.
- Proposed underpass will provide safe crossing of railroad to connect north side of the community.
- Directional, mileage marker, and regulatory signage will help orient trail users and inform them about trail guidelines, distances, and location.
- Interpretive signage will feature cultural, environmental, and historic information of the



Legend

- Photos
- Proposed Trail
- Alternate Trail Route
- Milford Corporate Limits
- Seward County Parcels

Milford Trail Plan

Milford, Nebraska

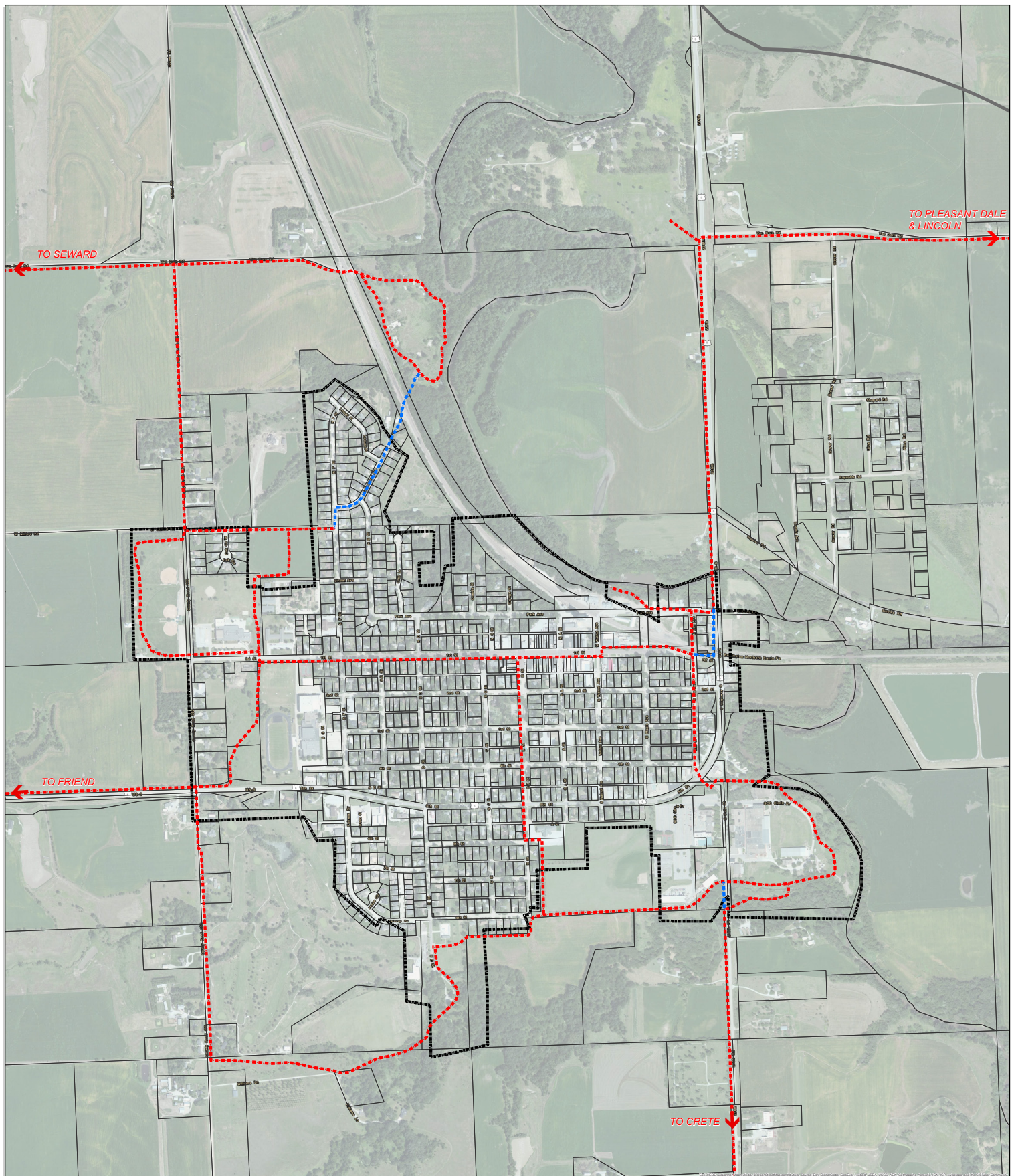
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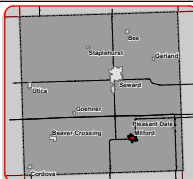
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File: 120090

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Figure 1: Existing Community Facilities and Amenities



- Legend**
- Proposed Trail
 - Alternate Trail Route
 - Milford Corporate Limits
 - Seward County Parcels



Milford Trail Plan

Milford, Nebraska

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Figure 2: Proposed Trail Concept and Alignment

community and surrounding area.

- Safety and security features should include delineation between trail and adjacent neighbors (ie. vegetative buffers or fencing).
- Trail amenities should include benches, kiosks, and garbage cans.
- Design features will maximize the trail's aesthetic and functional qualities
- Community involvement in trail management and crime prevention will be encouraged.
- Unique trail design and landscaping may include trail-side gardens.

Project Implementation

- The Milford Trail System construction is proposed in five phases. These phases are proposed based on need of the community and connection of the downtown, school facilities, and residential developments.
- Trail segments oriented along streets/roads utilizing sidewalks shall be upgraded to eight to ten foot trail widths when sidewalk improvements are warranted. City shall determine where improvements are located and how they are paid for.
- The City of Milford will determine the use of budgeted funds or apply for funding to conduct the layout, engineering, and construction of various trails through agencies that are connected to recreation, natural resources, transportation, and governmental initiatives.
- New developments and subdivisions shall observe planned locations of trails and design such trails into platting of land.
- The city will work in close coordination with project partners who are planning capital improvement projects in or near the Milford Trail System right-of-ways to make the most of any opportunity to reduce or share project implementation costs (ie. bridge construction).

TRAIL PHASING

The Milford Trail Plan has identified a proposed route for a looping trail in and around the community with future regional connections. Due to trail construction expense, land acquisition and/or easements, and other factors or limitations, the Master Plan has separated the Milford trail system into five different hierarchical phases as shown in Figure 3. Trail layout is conceptual. Final location and configuration will be based on lot configuration, topography, land purchase and agreements, cost, and other factors. It is also noted that although phases are prioritized, trail segments in any of the phases are permissible depending upon development and funding opportunities.

Phase 1 – Southeast Community College to Welch Park

Opportunities

- Will connect the downtown to Southeast Community College
- Will connect the downtown to the public schools and to Welch Park
- Identifies a trail layout for future residential development in the northwest corner of Milford
- Trail is adjacent to and within neighborhoods
- Access to Crestview Care Center
- Recommended trailhead at Welch Park

Challenges

- Crossing of Highway 6 near Southeast Community College
- Proximity to traffic
- Numerous street/road crossings

-
- Interfacing with residential driveways and backing out vehicles
 - Location within new developments that will require land/trail dedication
 - Widening of existing sidewalks for trail within right-of-way and working around established trees and buildings

Location Alignment

- This alignment would be along 1st Street, adjacent to the elementary school, through Welch Park, and along South Elm Avenue. The trail would be located in future public owned easements, dedicated outlots, and existing street/road right-of-ways. Trail will use existing sidewalks that will need to be widened in the future.

Phase 2 – High School and South Park Connections

Opportunities

- Recommended trailhead at South Park.
- Will connect the downtown and Uptown Park to swimming pool and South Park
- Creates a loop around Southeast Community College and connects college campus to South Park
- Provides connection from 1st Street to Highway 6 along west side of Milford High School
- Trail is adjacent to and within existing neighborhoods

Challenges

- Land Acquisition
- Crossing of Highway 6 at South B Street and South State Street at the south end of college campus
- Numerous street crossings
- Interfacing with residential driveways and backing out vehicles
- Widening of existing sidewalks for trail within right-of-way and working around established trees
- Bank stabilization in northeast corner of Southeast Community College campus
- Safety features along steeper banks through college campus property
- Trail maintenance through college campus
- Location within future developments that will require land/trail dedication

Location Alignment

- These trail segment alignments would be around the Southeast Community College campus, west of the high school, and south of Uptown Park. Location of the trail would be in future public owned easements, dedicated outlots, and existing street/road right-of-ways. Trail will use existing sidewalks that will need to be widened in the future.

Phase 3 – Golf Course Connection

Opportunities

- Connects Highway 6 to golf course and to South Park
- Provides pedestrian accessibility for existing and future residents west of golf course to rest of the community

Challenges

- Land acquisition
- Locating trail adjacent to County Road 252
- Connection around golf course and creek into South Park

Location Alignment

- This alignment would be south and west of the golf course. The trail would be located in future public easements, dedicated outlots, city well property, and existing road right-of-ways. Trail will use existing bridges in South Park.

Phase 4 – River Access and Trail Connection

Opportunities

- Will provide connection from Southeast Community College trail across the creek to 238th Road
- Recommendation of trailhead on south side of college campus
- Will provide safe pedestrian access across the railroad
- Trail to connect neighborhoods on both sides of the railroad tracks
- Trail development will provide access to Old Grist Mill and river for future development of historical structure

Challenges

- Land acquisition
- Pedestrian bridge across creek on south end of the college campus and floor areas
- Trail maintenance through college campus property
- Permission and construction of railroad underpass at Elm Avenue
- Trail alignment under railroad bridge along Highway 6 (if underpass is not possible)
- Access to Old Grist Mill and development of tourist attraction
- Trail stabilization along the river
- Street and driveway crossings north of railroad

Location Alignment

- These segments would be in northeast corner of town, north of the railroad, and area south of Southeast Community College. Trail location would be in future public owned easements and existing street/road right-of-ways.

Phase 5 – Camp Easter Seal, Riverside Park, and Regional Connections

Opportunities

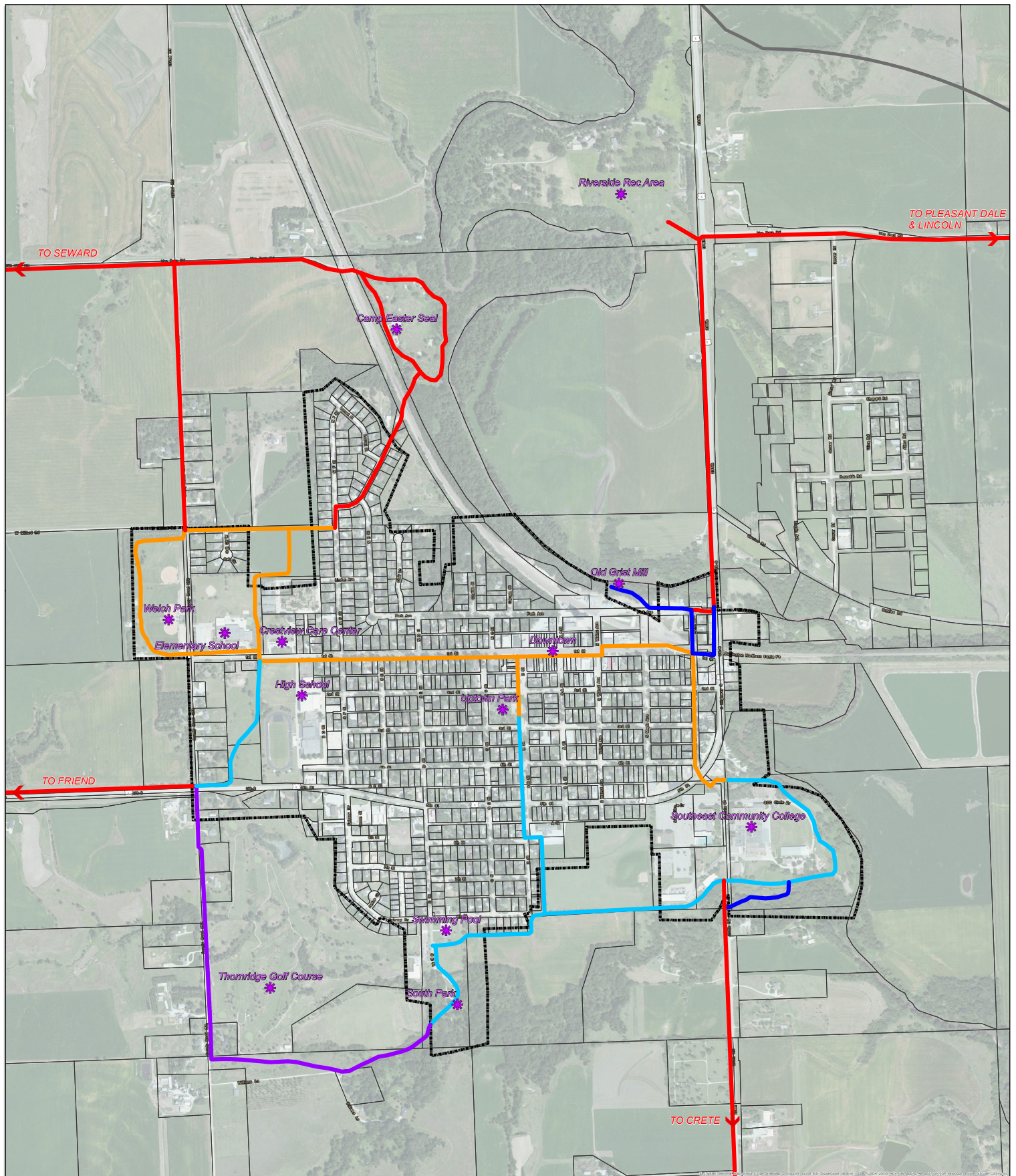
- Connection of city to Camp Easter Seal
- Pedestrian connection of city to Riverside Recreation Area
- Regional trail connection to surrounding communities
- Rural landscape surroundings
- Trail connection of existing residential development in northwest corner of city to other neighborhoods and rest of community

Challenges

- Land acquisition
- Adjacency to highway speed and traffic volumes
- Adjacency to rural road section
- Crossing of Highway 6 at Van Dorn
- Highway and road bridge crossings
- Access to Camp Easter Seal and development of park
- Trail segment through existing neighborhood requires either street usage or reduction of curbside grassed area
- Interfacing with residential driveways and backing out vehicles

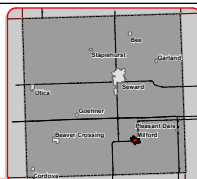
Location Alignment

- This alignment would be along Highway 6, Van Dorn Road, 238th Road, and 252nd Road in outside corners of the city. The trail would be located in future public owned easements, dedicated outlots, and existing street/road right-of-ways. Trail will use some existing sidewalks that will need to be widened in the future.



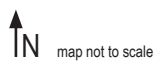
Legend

- Landmarks
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Milford Corporate Limits
- Seward County Parcels



Milford Trail Plan

Milford, Nebraska



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Figure 3: Trail Phasing

OPINION OF COST

The opinion of costs are based on several assumptions. These projected costs are based on 2014 estimates, and it is suggested such estimates will inflate by nearly 3% each year. The costs are assuming the trail will be constructed of 6" concrete and include earthwork, subgrade preparation, necessary drainage infrastructure, signs, seeding, mulching, etc. The following explanations to the engineer's opinion of cost are offered and a more detailed study is required at the time construction documents are prepared:

- Estimate is based on a 10' wide trail. If federal or RTP funds are anticipated, they would likely require justification for not constructing a 10' trail. Where there are specific design constraints significantly impacting cost, an 8' trail may be justified.
- The likelihood of NDOR allowing the trail to be constructed in their ROW is low. Seward County may allow trail construction within the right-of-way. Therefore, ROW/Easements would likely be needed for a majority of Phase 5 improvements. The estimate does not include any acquisition costs for any of the phases.
- The estimate does not include any acquisition costs for any of the phases.
- The proposed railroad undercrossing involves many unknowns to fully provide an estimated cost. Cooperation with the railroad may be a larger issue. At this time it is not known if the old box structure was filled in and with what type of material, and if the structure is structurally sound. Therefore, further investigation and an engineering study are required.
- Opinion of costs are prepared per phase/segment for funding purposes.
- The cost is slightly lower for bridge widening (per linear foot) than construction of new pedestrian bridges, but agency coordination with NDOR, County, and the city may dictate the preferred method.



**OPINION OF COST
MILFORD TRAIL PLAN
MILFORD, NEBRASKA**

**JEO PROJECT NO. 120090.00
July 2014**

ITEM NO.	UNIT	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
Milford Trail Plan - Phase 1					
1-1	LS	Mobilization	1.00	\$70,910.00	\$ 70,910.00
1-2	ACRE	General Clearing & Grubbing	6.00	\$2,500.00	\$ 15,000.00
1-3	CY	Earthwork	24,884.00	\$9.00	\$ 223,960.00
1-4	SY	Concrete Class 47B-3500 Sidewalk	504.00	\$50.00	\$ 25,200.00
1-5	SF	Detectable Warning Panel	420.00	\$35.00	\$ 14,700.00
1-6	SY	6" Concrete Class 47B-3500 Trail	13,824.00	\$40.00	\$ 552,960.00
1-8	SY	Subgrade Preparation	19,354.00	\$2.00	\$ 38,710.00
1-14	EACH	Signs	10.00	\$140.00	\$ 1,400.00
1-15	ACRE	Seeding	6.00	\$1,500.00	\$ 9,000.00
1-16	TON	Mulch	12.00	\$450.00	\$ 5,400.00
Subtotal Construction Cost					\$ 957,240.00
Misc. Contingency @ 15%					\$ 143,590.00
Engineering & Construction Administration @ 20%					\$ 220,170.00
TOTAL PHASE 1 ESTIMATE					\$ 1,321,000.00
Milford Trail Plan - Phase 2					
2-1	LS	Mobilization	1.00	\$61,640.00	\$ 61,640.00
2-2	ACRE	General Clearing & Grubbing	5.00	\$2,500.00	\$ 12,500.00
2-3	CY	Earthwork	21,378.00	\$9.00	\$ 192,400.00
2-4	SY	Concrete Class 47B-3500 Sidewalk	168.00	\$50.00	\$ 8,400.00
2-5	SF	Detectable Warning Panel	140.00	\$35.00	\$ 4,900.00
2-6	SY	6" Concrete Class 47B-3500 Trail	11,877.00	\$40.00	\$ 475,080.00
2-7	SY	Subgrade Stabilization	778.00	\$7.00	\$ 5,450.00
2-8	SY	Subgrade Preparation	16,627.00	\$2.00	\$ 33,250.00
2-10	EACH	20'x8'x5' Concrete Box Culvert	1.00	\$25,137.00	\$ 25,140.00
2-14	EACH	Signs	10.00	\$140.00	\$ 1,400.00
2-15	ACRE	Seeding	5.00	\$1,500.00	\$ 7,500.00
2-16	TON	Mulch	10.00	\$450.00	\$ 4,500.00
Subtotal Construction Cost					\$ 832,160.00
Misc. Contingency @ 15%					\$ 124,820.00
Engineering & Construction Administration @ 20%					\$ 191,400.00
TOTAL PHASE 2 ESTIMATE					\$ 1,148,380.00



**OPINION OF COST
MILFORD TRAIL PLAN
MILFORD, NEBRASKA**

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July 2014**

ITEM NO.	UNIT	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
Milford Trail Plan - Phase 3					
3-1	LS	Mobilization	1.00	\$28,540.00	\$ 28,540.00
3-2	ACRE	General Clearing & Grubbing	2.00	\$2,500.00	\$ 5,000.00
3-3	CY	Earthwork	10,182.00	\$9.00	\$ 91,640.00
3-4	SY	Concrete Class 47B-3500 Sidewalk	48.00	\$50.00	\$ 2,400.00
3-5	SF	Detectable Warning Panel	40.00	\$35.00	\$ 1,400.00
3-6	SY	6" Concrete Class 47B-3500 Trail	5,657.00	\$40.00	\$ 226,280.00
3-8	SY	Subgrade Preparation	7,919.00	\$2.00	\$ 15,840.00
3-9	EACH	60" Reinforced Concrete Pipe Culvert	1.00	\$7,930.00	\$ 7,930.00
3-14	EACH	Signs	10.00	\$140.00	\$ 1,400.00
3-15	ACRE	Seeding	2.00	\$1,500.00	\$ 3,000.00
3-16	TON	Mulch	4.00	\$450.00	\$ 1,800.00
Subtotal Construction Cost					\$ 385,230.00
Misc. Contingency @ 15%					\$ 57,780.00
Engineering & Construction Administration @ 20%					\$ 88,600.00
TOTAL PHASE 3 ESTIMATE					\$ 531,610.00
Milford Trail Plan - Phase 4					
4-1	LS	Mobilization	1.00	\$26,420.00	\$ 26,420.00
4-2	ACRE	General Clearing & Grubbing	1.00	\$2,500.00	\$ 2,500.00
4-3	CY	Earthwork	5,534.00	\$9.00	\$ 49,810.00
4-4	SY	Concrete Class 47B-3500 Sidewalk	96.00	\$50.00	\$ 4,800.00
4-5	SF	Detectable Warning Panel	80.00	\$35.00	\$ 2,800.00
4-6	SY	6" Concrete Class 47B-3500 Trail	3,074.00	\$40.00	\$ 122,960.00
4-7	SY	Subgrade Stabilization	0.00	\$7.00	\$ -
4-8	SY	Subgrade Preparation	4,304.00	\$2.00	\$ 8,610.00
4-11	LF	Pedestrian Bridge	90.00	\$1,500.00	\$ 135,000.00
4-14	EACH	Signs	10.00	\$140.00	\$ 1,400.00
4-15	ACRE	Seeding	1.00	\$1,500.00	\$ 1,500.00
4-16	TON	Mulch	2.00	\$450.00	\$ 900.00
Subtotal Construction Cost					\$ 356,700.00
Misc. Contingency @ 15%					\$ 53,510.00
Engineering & Construction Administration @ 20%					\$ 82,040.00
TOTAL PHASE 4 ESTIMATE					\$ 492,250.00



**OPINION OF COST
MILFORD TRAIL PLAN
MILFORD, NEBRASKA**

**JEO PROJECT NO. 120090.00
July 2014**

ITEM NO.	UNIT	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
Milford Trail Plan - Phases 1-5					
1	LS	Mobilization	1.00	\$333,660.00	\$ 333,660.00
2	ACRE	General Clearing & Grubbing	22.00	\$2,500.00	\$ 55,000.00
3	CY	Earthwork	94,330.00	\$9.00	\$ 848,970.00
4	SY	Concrete Class 47B-3500 Sidewalk	936.00	\$50.00	\$ 46,800.00
5	SF	Detectable Warning Panel	780.00	\$35.00	\$ 27,300.00
6	SY	6" Concrete Class 47B-3500 Trail	52,406.00	\$40.00	\$ 2,096,240.00
7	SY	Subgrade Stabilization	778.00	\$7.00	\$ 5,450.00
8	SY	Subgrade Preparation	73,368.00	\$2.00	\$ 146,740.00
9	EACH	60" Reinforced Concrete Pipe Culvert	1.00	\$7,930.00	\$ 7,930.00
10	EACH	20'x8'x5' Concrete Box Culvert	1.00	\$25,137.00	\$ 25,140.00
11	LF	Pedestrian Bridge	90.00	\$1,500.00	\$ 135,000.00
12	LF	Bridge Widening For Trail	472.00	\$1,200.00	\$ 566,400.00
13	EACH	At-Grade Railroad Crossing	2.00	\$75,000.00	\$ 150,000.00
14	EACH	Signs	50.00	\$140.00	\$ 7,000.00
15	ACRE	Seeding	22.00	\$1,500.00	\$ 33,000.00
16	TON	Mulch	44.00	\$450.00	\$ 19,800.00
Subtotal Construction Cost					\$ 4,504,430.00
Misc. Contingency @ 15%					\$ 675,660.00
Engineering & Construction Administration @ 20%					\$ 1,036,020.00
TOTAL PLAN ESTIMATE					\$ 6,216,110.00
			PHASE 1 ESTIMATE	\$	1,321,000.00
			PHASE 2 ESTIMATE	\$	1,148,380.00
			PHASE 3 ESTIMATE	\$	531,610.00
			PHASE 4 ESTIMATE	\$	492,250.00

TRAIL FUNDING

Funding for trail programs can be difficult to find; but with time, dedication, and hard work, the city can make this trail system a reality. One single source of money will not make the trail system successful, nor should the city expend all its energy and try for one type of funding type. There should be a mix of federal, state, local private and public funds in order to make this trail project an actuality. The small donations from a local organization or resident is just as important as government and corporate funding. Likewise, the community must have “buy-in” to the trail project(s) and the city must have an active role in promotion of the proposed trail system in order to attract financial support.

Funding sources usually consist of grants, donations, fundraising, corporate sponsorships, federal aid, state aid, and local community aid. The labor force to complete the trail can be volunteers, park and trail committees, youth groups, and community service workers and would potentially decrease the costs significantly. Having cooperative agreements between many sources will create the ownership necessary from the people involved and make the project successful. The following descriptions are suggestions of where to look and apply for funding. The list is not an all-inclusive list and further research could identify more opportunities in the life of the trail system project.

Community Development Assistance Act

The Community Development Assistance Act (CDAA) was created in 1985 by the Nebraska Legislature to encourage financial support by businesses to community betterment organizations in their efforts to implement community service and development projects in chronic economically distressed areas.

CDAA empowers the Department of Economic Development to distribute a 40 percent state tax credit to businesses, corporations, insurance firms or financial institutions or individuals that make eligible contributions of cash, services or materials to approved community betterment projects.

Five types of projects may qualify through the program. Eligible projects include, employment training, human and medical services, physical facility and neighborhood development services, recreational and educational activities and crime prevention.

More information: <http://www.neded.org/content/view/97/227/>

Schedule: No deadline.

General Obligation Bonds

General Obligation (GO) bonds are backed by property taxes, and are issued by the City for a wide array of community betterment projects. Second Class Cities: See Section 18-501 of the Nebraska Revised Statutes

For more information, go to:

<http://law.justia.com/codes/nebraska/2009/Chapter18/18-501.html>

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) Act of 1965 seeks to provide outdoor recreation opportunities for all Americans. Funding is made available through royalty revenues from offshore leasing contracts with mineral extracting companies. Nebraska appropriates 60% of the fund for local subdivision recreation projects and retains 40% of the fund for statewide projects within the State Park System. As required by Congress, proposed recreation projects must be in accordance with the State Comprehensive Outdoor Recreation Plan (SCORP). The reimbursable program provides grants for up to 50% of project costs. Local governments/ political subdivisions must assure the Nebraska Game and Parks Commission that they have the financial resources to complete and maintain projects in desired operations and settings. Examples of eligible projects include playgrounds, ball fields, soccer fields, picnicking facilities, camping facilities, golf courses, tennis courts, shelters, acquisition and development, and related support facilities.

More information: <http://outdoornebraska.ne.gov/Parks/programs/lwcf/pdf/LWCF%20App%202011.pdf>

Schedule: October 1st deadline.

Local Option Sales Tax

Any Nebraska county or incorporated municipality may impose a local sales and use tax upon approval by a majority of their voters in a regular election. The local tax applies to the identical transactions subject to the state sales and use tax, with the exception of direct-to-home satellite programming. Local option taxes of 0.5¢, 1¢, and 1.5¢ may be approved by city or county voters. The tax is collected and remitted to the state and is then allocated back to the municipalities after deducting the amount of refunds made and a three percent administrative fee.

Effective July 19, 2012 and pursuant to LB357, municipalities may, with voter approval a sales and use tax equal to 1.75¢ to 2.0¢. The proceeds from the rate in excess of 1.5¢ shall be used for public infrastructure projects or voter-approved infrastructure related to an economic development program as defined in section 18-2705. Public infrastructure project means and includes, but is not limited to, any of the following projects, or any combination thereof: Public highways and bridges and municipal roads, streets, bridges, and sidewalks; solid waste management facilities; wastewater, storm water, and water treatment works and systems, water distribution facilities, and water resources projects, including, but not limited to, pumping stations, transmission lines, and mains and their appurtenances; hazardous waste disposal systems; resource recovery systems; airports; port facilities; buildings and capital equipment used in the operation of municipal government; convention and tourism facilities; redevelopment projects as defined in section 18-2103; mass transit and other transportation systems, including parking facilities; and equipment necessary for the provision of municipal services.

No municipal sales and use tax shall be imposed at a rate greater than one and one-half percent or increased to a rate greater than one and one-half percent unless the municipality is a party to an interlocal agreement pursuant to the Interlocal Cooperation Act or a joint public agency agreement pursuant to the Joint Public Agency Act with a political subdivision within the municipality or the county in which the municipality is located creating a separate legal or administrative entity relating to a public infrastructure project.

For more information, go to:

<http://law.justia.com/codes/nebraska/2013/chapter-77/statute-77-27-142/>

Milford currently has a 1¢ voter enacted local option sales tax.

According to the Nebraska Department of Revenue, the net taxable sales for seven over the past seven years were:

Year	Net Taxable Sales
2007	\$14,467,354
2008	\$15,481,029
2009	\$15,988,360
2010	\$17,793,224
2011	\$17,913,159
2012	\$17,133,737
2013	\$17,389,487

7-Year Average \$16,595,193

Using the seven year average, the city could reasonably expect to raise the following revenues, assuming the voters enact a local option sales tax:

Sales Tax Rate	Sales Tax Revenues
0.5¢	\$82,975

If 100% of these sales tax proceeds were dedicated to the repayment of a municipal bond, the city could municipal bonds. Please consult the city's fiscal agent for more details.

MAP-21 Transportation Alternatives Program – Federal (TE & Safe Routes to School)

MAP---21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: 50% will be distributed by the state DOT through a competitive grant process and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.

NDOR is currently developing new application and selection process; anticipate taking applications Summer, 2014. At this time environmental mitigation is not an eligible category.

NDOR's goal with Federal funded projects is to prioritize larger projects over smaller projects. Minimum grant is expected to be \$500,000. This will require a local match of \$125,000.

Private/Charitable Foundation

Private/charitable foundations are legal entities set up by an individual, a family or a group of individuals, for a purpose such as philanthropy. The Lincoln Community Foundation Fund, Wood Charitable Trust, and the Ethel S. Abbott Charitable Trust are examples of such a foundation.

Recreational Trails Program

The Nebraska Game and Parks Commission administers the Recreational Trails Program (RTP) on behalf of the Federal Highway Administration. This fund uses refunds of fuel taxes paid by off-road recreational vehicles. 30% of the funding is dedicated to motorized trails, 30% of the funding is dedicated to non-motorized trails and the remaining 40% of the funding is dedicated to diversified use trails. Each grant is up to an 80/20 match, where the political subdivision must come up with 20% of the costs for the project. Examples of eligible projects include construction of recreational trails, acquisition of land for trails, bridges for trails, support facilities such as trailheads, parking, and restrooms.

More information: <http://outdoornebraska.ne.gov/parks/programs/grants/trailgrants.asp>
Schedule: October 1st deadline.

Special Assessment Districts

Certain improvements, such as parking lots and sidewalk improvements can be financed by special assessments. This method of financing is a tax upon a property owner for a portion of the costs incurred by the City for a particular improvement.

Second Class Cities: See Section 17-507 – 17-541, 17-703 of the Nebraska Revised Statutes.

For more information, go to: <http://law.justia.com/codes/nebraska/2013/chapter-17/>

Tax Increment Financing

Tax Increment Financing (TIF) is a tool that encourages private development in areas experiencing blight and disinvestments, typically areas in or near downtown. A TIF program provides a method for financing public costs associated with a private development project by using the projected increase in property tax revenue resulting from the private development. TIF bonds allow the developer to retire the “public costs” over a period of 15 years. During the time the bonds are outstanding, each taxing jurisdiction receives its original share of tax revenue or “pre-TIF project tax revenues.” The advantage of TIF is that it enables a local government to borrow against future tax revenues generated by a redevelopment project. See Section 18-2101 through 18-2154 of the Nebraska Revised Statutes.

For more information, go to:
<http://law.justia.com/codes/nebraska/2013/chapter-18/statute-18-2116/>

Upper Big Blue Natural Resources District

The Upper Big Blue Natural Resources District has numerous cost-sharing programs to assist local government with developing an awareness and concern for natural resource conservation and management. Contact the Upper Big Blue Natural Resources District to discuss individual projects